WAR HATHOR

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MIDSHIP SECTION.
SCALE ½ INCH TO 1 FOOT
NOS. 20, 21, + 29.
TO CLASS 100 A1. LLOYDS SINGLE DECK.
PORT ARTHUR SHIPBUILDING CO.
PORT ARTHUR. ONTARIO.
CANADA.
JUNE 26TH 1917.
STRINGER 42 x 14 LB. BUTTS DOUBLE ¾
BRIDGE, POOP, + FCLE DECK. 10·25 LB.
STR. ANGLE 3 x 3 x 8·5 LBS
CHANNEL BEAMS ON EVERY FRAME 6 x 2·81 x 13 LBS
KNEES 18 x 18 x 16 LB.
FCLE + POOP SIDE 14½ LBS BRIDGE " 16½ " " END 18½ " BUTTS DOUBLE ¾ RIVETS
SINGLE SEAM EXCEPT 16·0 AT BRIDGE END WHICH IS DOUBLE.
CHANNEL FRAMES ALTERNATE TO BRIDGE DECK. INTERMEDIATE ANGLE 3½ x 3½ x 8·5 LB.
FCLE + POOP SIDE 14½ LBS. BRIDGE SIDE 16½ " ENDS FOR 20·0 AT 18½ LBS
SEAM DOUBLE FOR 20. FT AT BRIDGE ENDS.
SHEERSTRAKE 49 x 23 LBS FOR ½ LENGTH. GRADING 20·5 LB 18·5 AT 16·5 LBS 28½ LBS FOR 20.0 AT BRIDGE END. BUTTS QUAD ⅞ FOR ½ LENGTH " TREBLE ¾ AT ENDS.
BEAM BRACKETS 24 x 24 x 20·5 LBS.
ALL HALF BEAMS. 6 x 3·5 x 15 LB.
SIDE SHELL 23 LB FOR ½ L TO 18·9 TO COLL BHD 16½ " IN PEAKS. BUTTS QUAD ⅞ FOR ½ L " TREB ¾ AT ENDS.
FRAMES 8 x 3·5 x 23·8 LB. CHANNELS SPACED 24"
FRAMES IN PEAKS. 6 x 3½ x 11·7 LB ANGLE WITH REV FRAMES. 3 x 3 x 7·2 LB. SPACED 24"
REV BAR AT HATCH ENDS ONLY. 3½ x 3½ x 11·1 LBS.
PILLARS AT HATCH END. DOUBLE CHANNELS. 10 x 3·57 x 28½ LBS. FACE PLATES 12 x 20 LB
SIDE SHELL 22 LB FOR ½ L TO 18 LB TO COLL BHD. TO 16·5 LB IN PEAKS. BUTTS QUAD ⅞ FOR ½ L. " TREBLE ¾ AT ENDS.
22 LB FOR ½ L TO 18 " TO COLL BHD 16½ " IN PEAKS.
7 x 3·5 x 16·5 LB CHANNEL
STRINGER 43 x 19·5 LB FOR ½ LENGTH " 37 x 15·5 LB AT ENDS. BUTTS TREBLE ⅞ FOR ½ L. " " ¾ AT ENDS
DECK PLATING 12·25 LB FULL LENGTH BUTTS DOUBLE ¾ FOR ½ L. " SINGLE ¾ AT ENDS.
STRINGER BAR 5 x 5 x 16·2 LB IN WELLS. ENDS. 3½ x 3½ x 8·5 LB AND UNDER BRIDGE.
6 x 4 x 18 LB
DIAMOND PLATE AT HATCH CORNERS.
UPPER DECK BEAMS.
7 x 3·35 x 16·5 LB CHANNELS ON EVERY FRAME
15 x 3·52 x 40 LB " ON HATCH ENDS WITH 6 x 4 x 18 LB ANGLE REVERSE BAR ON LOWER EDGE FROM FRAME TO HATCH COAMING.
6 x 3·5 x 15 LB CHANNELS. FOR HALF BEAMS
BRACKET ON HATCH END BEAMS 39 x 36 x 22 LB.
DIMENSIONS
LENGTH OVER ALL 261'·0"
B.P. 251·0
BREADTH MLD 43·6
DEPTH MLD. 23·0
NUMERIALS
FRAMING NUM. 66·5.
PLATING NUM. 16691.
DEPTHS TO LENGTH. 10·9.
EQUIPMENT.
EQUIP. NUM 17517.
2 MAIN BOWERS STOCKLESS 3880 LBS.
1 " 3560 "
1 STREAM ANCHOR. 1040 " PLUS STOCK.
1 KEDGE 540 " "
240 FATHOMS 1¾" STUD LINK CHAIN CABLE
75 " 4" STEEL WIRE IN LIEU ST. CHAIN.
1 - 90 " 3½ " TOWLINE
2 - 90 " 6" HEMP HAWSER
2 - 90 " 5" "
22'·11½" MOULDED DEPTH.
INNER BOTTOM SCANTLINGS.
PLATE FLOORS 40 x 14 LB FITTED ON EVERY THIRD FRAME INTERMEDIATE FRAMED FLOORS AS PER RIGHT HAND SECTION.
PLATE FLOORS 40 x 14 LB FITTED ON EVERY FRAME FORWARD OF ⅜ L
" " " 16 " " " " IN ENGINE ROOM
" " " 18 " " " " 2ND FR IN BOILER ROOM.
KEEL PLATE
KEELPLATE 60" x 33½ LB FOR ⅗ L TO 24 LB AT ENDS QUADRUPLE OVERLAPPED BUTTS THROUGHOUT.
INNER BOTTOM SCANTLINGS.
CENTRE KEELSON 40 x 19 LB FOR ½ LENGTH. " 15½ " AT ENDS, + 23 LB IN BOILER SPACE.
INTERCOSTAL GIRDERS. 13 LB. AND 19 LB IN BOILER SPACE
TANK MARGIN 15½ " 19½ "
TANK TOP PLATING. 14 FOR ½ L. TO 12½ LB AT ENDS
" " 16½ IN ENG SPACE - 20½ IN BOILER SPACE
" CENTRE 60 x 17½ FOR ½ L. TO 14½ LB AT ENDS.
" 60 x 20½ IN BOILER SPACE
TANK TOP PLATING INCREASED 3½ LB UNDER HATCHWAYS IN LIEU OF CEILING.
13 BKTS 3/81
3" FLANGE
DOUBLE ¾ SEAM.
SEAMS SINGLE
DOUBLE ANGLES FROM COLLISION BHD TO ENGINE ROOM BHD.
3½ x 3½ x 7·2 SINGLE. DOUBLE IN E + B SPACE
3 x 3 x 7.2.
3 x 3 x 8.3 IN BLR SPACE
BRACKETS 14"
7 x 3½ x 18" CHANNEL.
20·5 LB IN BOILER SPACE
7 x 3½ x 15 LB 19·1 IN BL ROOM.
3" FL.
BRACKETS 14"
3½ x 3½ x 8·5 LB
E + F 21 LB FOR ½ L. 17 " AT ENDS.
3½ x 3½ x 8·5 LB
3 x 3 x 7·2 LB FOR ½ L DOUBLE
3" FLANGE
7 x 3½ x 18" CHANNEL.
20·5 LB IN BOILER SPACE
9" RISE OF FLOOR.
GIRDER IN ENGINE SPACE
GIRDER IN ENGINE SPACE
TANK MARGIN ANGLE 3½ x 3½ x 9·8 LBS.
BOTTOM PLATING. B, C, + D 20·5 LB FOR ½ L. TO 17 LB AT ENDS BUTTS QUADRUPLE OVERLAPPED. FOR ⅗ L.
KEELPLATE 60 x 33½ LB FOR ⅗ TO 24 LB AT ENDS QUADRUPLE LAPS. BUTTS THROUGHOUT. 14 INCHES LONG ALL ⅞ RIVETS.
Scantlings approved are for "Short" Bridge of length not exceeding 65 feet.
If Bridge fitted of length shown in profile scantlings of bridge & topsides must be fitted as indicated below:-
supported equal to 2 Rows of pillars
Topside scantlings at upper deck at ends of bridge to be carried within bridge = 1/3 breadth of vessel (See footnote Table 18)
Weight to be increased 25% for stock Table 31 Sec C.
Midship thickness of B. C. D. strakes to be maintained to Rule position of Collision Bulkhead (See Sec 17 par 4)
Butts at ends treble rivets 5" overlaps
7/8 Rivets where thickness not exceeding ·66
with face plate 9½ x ·68" on beams marked
J. Colman
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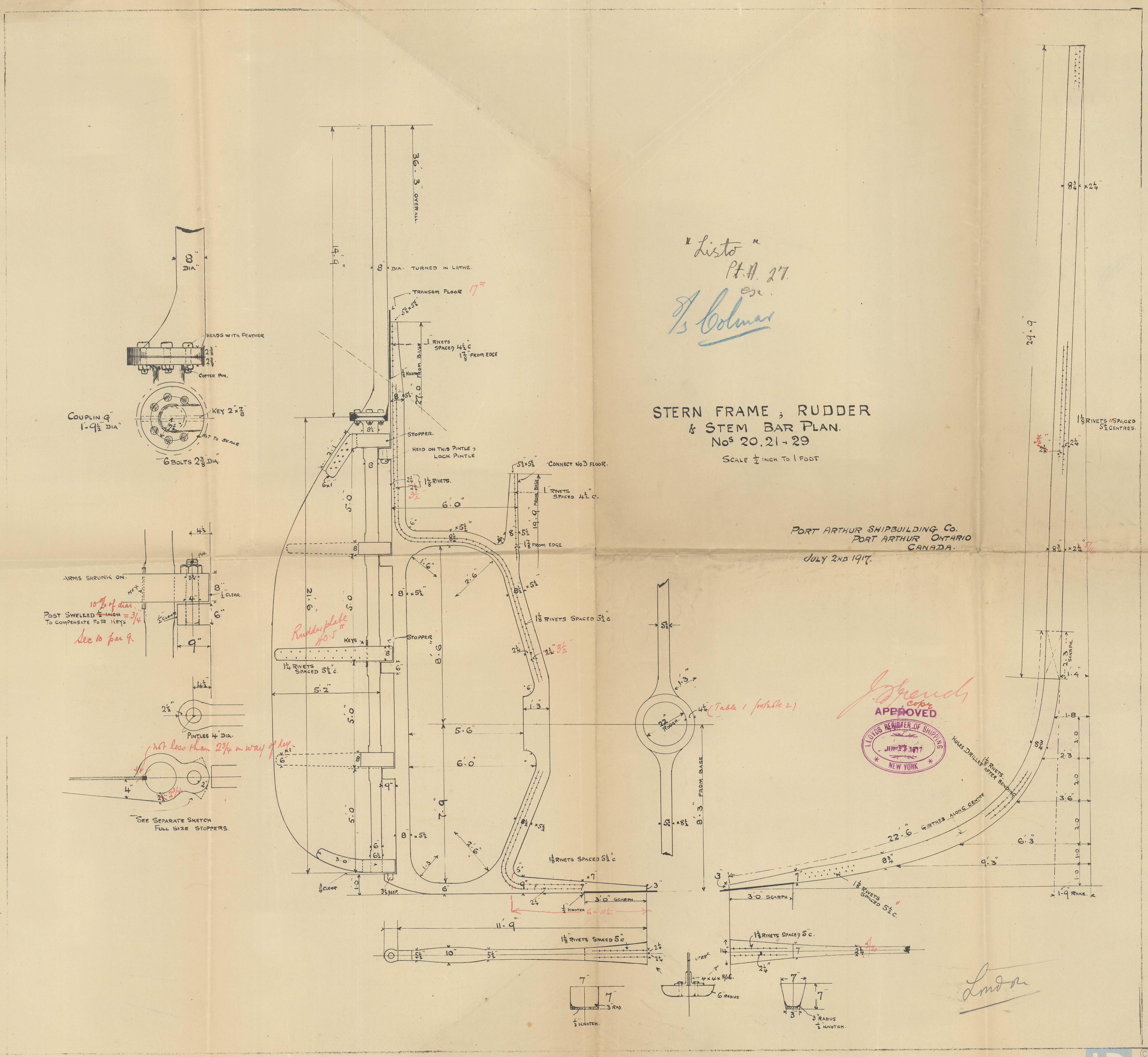

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